

Official and Classified ADVERTISEMENTS

Continued from page 15

ENGINES WANTED

WANTED: Landing, Nelson, other engines, mainly for fish, immediate cash payments. Tel: 24 High Street, Farnborough tel: 2280.

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

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WANTED: Gardner engines, LW, all models, surplus spares and gearboxes, for cash. G. H. Howard, Milling Lane, Chalfont St. Peter, Bucks. Telephone: 02407 2544.

WANTED: marine engines, particularly Ebers and Patters 10-20hp, air or water cooled, cash paid, we collect seven day boats, Blackpool Wharf, Warrington, telephone: 0947 5471.

OFFICIAL NOTICE

PROPOSAL TO CHANGE A SHIP'S NAME

We, A. E. Richardson & Co. Ltd., of the Fish Dock, Grimsby, hereby give notice that in consequence of change of ownership we have applied to the Department of Trade, under section 47 of the Merchant Shipping Act 1894, in respect of our ship "SVENDEBORG" of Grimsby, official number 300390, of gross tonnage 49.87 tons, heretofore owned by Boston Sea Fisheries Ltd., of Hull, for permission to change her name to FREMPEL, to be registered at the port of Grimsby in the said new name as owned by A. E. Richardson & Co. Ltd.

Any objections to the proposed change of name must be sent to the Registrar General of Shipping and Seamen, Llantrisant Road, Llantrisant, Cardiff within seven days from the appearance of this advertisement.

Dated at Grimsby this 13th day of July, 1978.
Signed F. Harrison
Managing Director.

FOR HIRE

4-20 men liferaft, liferaft hire, liferaft, Chalfont St. Peter, Essex. CUS DRA. Tiptree 815940.

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WANTED: Workers for salvage and repair of boats and equipment. Tel: 01473 24444.

WANTED

Wanted: balmers 1200 offered. Ship repair, machinery, paint, etc. Tel: 01473 24444.

CRAB/LOBSTER pots wanted, used or new, complete with pump etc. Tel: 01473 24444.

WANTED: Six speed Sutherland seine net winch. Telephone: 01473 24444.

WANTED: 8L3B 230hp Gardner, new complete with tail shaft and propeller. Secondhand 8L3B 230hp complete end in first class condition.

Two Gardner diesels, 20hp auxiliary engines, new or used in first class condition. MPV, preferably 70ft., under 50 tons, not later than 1965. 8L3B Gardner, must be first class condition. Six eight men liferaft, recently serviced.

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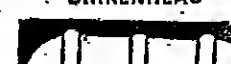
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fishing news

July 30, 1978

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Welcome!

LANDINGS at Hull by the Scarborough trawlers *Good Intent* and *Pathfinder* (below) are being warmly welcomed by merchants in the port. A string of good grossings by Skipper Bob Mainprize in *Pathfinder* could set a trend, which it is hoped, other Scarborough boats will follow. See story page 4.

NOW QUOTA ANARCHY! SCOTS READY TO MOVE

NORTH EAST FISHERMEN are on the verge of a show-down with the Government. The Government will be told that the fishermen have no intention of sticking to the NEAFC North Sea haddock quota of 79,500 tons.

It has been estimated that the quota will be fully taken up by October, but if the Government act now to secure a UK 50-mile exclusive limit, the fishermen will strictly observe conservation measures to ensure a future for the industry.

The Scottish Fishermen's Organisation representing 700 skipper-owners, declared its intention and chief executive Jim Lovie was this week contacting Government officials and representatives of other Producer Organisations.

He said that quotas were not working as a conservation measure and for Scottish fishermen the only hope of sensible control was a 50-mile limit. He added that the fishermen were very militant so that issue and were determined to fight for survival. "Feeling was high at the time of the blockade last year, but it is much stronger now." The fishermen maintain the quota system has failed because some countries are known to have cheated in the past and the Scottish fishermen were no longer prepared to "play the rules" while others were flouting them with impunity.

Protection

Haddock was as vital to the Scots as cod was for the Icelanders and the Government should, therefore, be extending our limits to protect it, said Mr. Lovie. Herring quotas also present a problem for north-east fishermen as the quota was likely to be exhausted by the end of this week because of the heavy catches from unex-

pected concentrations of herring a few miles off Scotland. As they make their hauls within the 12-mile limit Scottish fishermen are fully aware of the large fleets of foreign boats just waiting for the herring to move beyond the limits.

Scottish fishermen claim that their quota of North Sea herring is totally inadequate and would be justified in continuing fishing. This question will be discussed in Edinburgh today (Friday) when the North Sea herring control committee meet.

CUBA SET TO GRAB MACKEREL

A BID to take over 5,000-tons of mackerel and herring is being made by Cuba. With Iron Curtain countries already scooping up vast quantities of fish from the North-East Atlantic, a Russian-sponsored "back door" attempt to grab even more, especially from the valuable stocks around our shores, is being made warns the British Trawlers' Federation.

Cuba, supported by Russia, has pumped vast sums of money into building up the Cuban big deep sea fishing fleet, declared at this month's annual meeting of the North-East Atlantic Fisheries Commission in Portugal that she would be acceding to the Convention.

The official report of the meeting merely noted Cuba's intention, but it has now been revealed she already has her "shopping list" prepared. Around Britain they want 1,000 tons of herring and 1,000 tons of mackerel in the North Sea and 3,000 tons of mackerel off Cornwall. They are also pushing for shares of mackerel and other species in the Bay of Biscay and off the coasts of Spain and Portugal and even want to move into the Arctic with 4,000 tons of cod from the White Sea grounds where British distant water vessels' traditional fishing is already severely restricted by current quotas. "Brittolo and her BSC partners could hardly have a clearer warning of the need for an early decision to make the declaration of intent to extend fishing limits to 200 miles," said Mr. Austin Lang, director-general of the British Trawlers' Federation. "Russia's fishing fleet is already the world's biggest and the Cuban fleet is little



Shell is catching

Shell marine oils are as much a part of the sea as these kits. Britain's top trawlermen rely on Shell to help them bring home a consistently fine catch. And once in port they look to Shell again for the on-the-spot servicing today's trawlermen need. At Grimsby, Lowestoft, Fleetwood.



STIRLING PUSHES UP RECORD £4000

SKIPPER Bill Bridge, who made his name on the middle-water grounds working from Fleetwood before switching to Iceland fishing, showed he had lost none of his old flare last week.

Colne radio order

MARCONI Marine has gained an order to supply and fit 17 400W SSB radio telephones to trawlers in the Colne Fishing Co.'s Lowestoft fleet. These units, each being

supplied for operation on 14 transmit and 17 receive frequencies, will provide the trawlers with medium range radiotelephony, both ship-to-ship and ship to coast station.

trawler *Boston Stirling*, broke the port's middle-water grossing record. *Boston Stirling*, which Skipper Bridge has com-

manded since her completion last year, worked the Scottish grounds before returning after 13 days with 905 kits, including 110 kits of hake, 350 of cod, 100 of haddock and 200 of coley, which sold for £21,002.

This bettered the previous middle-water best of £17,000 returned by the larger stern trawler *Jacinta*.

The trip was a morale-boosting effort which proved

modern stern trawlers can bring in viable catches from middle-water grounds. However, Skipper Bridge first gained his skipper's ticket in the late 1950s and fished the middle-water grounds, which gives him a big advantage for a lucrative return to fishing nearer areas. It was the biggest hake trip seen at Fleetwood for some time and prices were slightly better than they had been in previous weeks.



Tweed whopper

WEIGHING in at 37lb, 14oz, is the biggest salmon caught in the River Tweed since 1884. The "monster" was landed at Barwick Salmon Fisheries Co.'s Crabwater Fishery, at the mouth of the river at Barwick. The salmon's other vital measurements were 24in. length and 24in. girth. Salmon company employees

Sioux's ex-skipper 'sparehand'

BACK in Grimsby last week with a trip was the 74ft. steel-hulled fly-shooter *Sioux* (Skipper John Olivar-Lote).

Sioux is the sister-ship to the highly successful pair trawlers, *Skownee* and *Mohave*, which are operated

through the Tom Sleight agency. She is splitting her landings between the Humber port and North Shields, with a slight emphasis on the latter.

Sioux required some minor adjustments and running repairs after her first three

months' work and one man who is always pleased to help out when *Sioux*, or her sisters, are in port is former top trawler skipper, Cyril Marsh.

Cyril was 66 on the day *Sioux* ran her trials and, whilst most skipper with such long histories of fishing behind them are content to take only a passing interest in the modern scene, Cyril is only happy if he is completely involved. He takes on anything from repairing nets and fishing gear to assisting in manoeuvring the vessels around the fish docks as they prepare for their next trips. However, his interest doesn't end there. Since he retired as a middle-water skipper with Sir Thomas Robinson's *Philadelphian*, he has been back to sea fishing, pair trawling and, more recently, fly-shooting with *Sioux* as a sparehand. "I think I've just about done it all now," he told *Fishing News*, "although I'm



Association formed in Fraserburgh 'Deckies' demand a share of the action

FRASERBURGH deckhands are demanding more say in how the fishing industry is run and last week they took the first steps to see that they get it.

Deckies were out in force at a meeting last Saturday when the keel was laid for the Fraserburgh Deckhands' Association. Well over a hundred men pledged their support to an elected committee whose first job was to get the wheels in motion towards setting up a national committee.

The fishermen claim that all major decisions affecting their future are made by skipper orientated bodies without consulting the deckhands. Bill Wilson (34), representative for the association, said: "There seems to be a clique in our industry — and that should not be."

"We should all know what's going on; after all, we're concerned with what happens in the fishing industry just as much as the skippers... it's our future and our livelihood as well, but on the whole, policy decisions are made and acted upon without interest in our opinion. We think it's time things changed," he added.

"Up until now we have usually been regarded as the silent majority," said chairman Peter McIntosh. "Maybe that's our own fault to a certain extent."

Now the newly formed group will ensure that their voice will be heard, but they stress they are not trying to "put a spanner in the works". Mr. McIntosh continued: "We see ourselves more as a pressure group within the existing fishermen's organisations."

On the wider issue, a show of hands indicated unanimous agreement with the committee that they should "start pushing behind the skippers" for a 50-mile limit. Said committee member Jim McHattie: "If we get a 50-mile limit we will have a livelihood and our bairns will have a livelihood."

However, on the domestic side, the organisation will have plenty of teething material, for a few problems were outlined which will be investigated and, hopefully, ironed out.

A particular sore point with some of the deckies is their uninvited alteration in employment classification. Mr. McIntosh told Fishing News: "Skippers made the decision that we should be classed as self-employed. It was done supposedly in our own interests, but we weren't even asked."

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Fylden keeps up good run

FLEETWOOD'S Skipper Victor Buschinski continued his excellent run of success in the stern trawler *Fylden* last week when he brought the vessel back to port with 1,830 high quality kits.

"This catch included more than 1,600 of cod, 30 of mackerel, 110 of haddock and 40 of rebs, which sold for £42,842, after an 18 day trip. There was only one other

catch from Iceland landed during the week. This was brought in by the side trawler *Ellie Hewitt* (Skipper Jim Buckley).

"This vessel worked Rockall on her way back to port which increased her catch by around 150 of haddock, but her total of 1,792 kits, including more than 1,400 of cod, made a total of £30,492 — a disappointing figure for the amount of fish.

For those vessels forced to work middle water grounds because of the Oslo agreement, it was again Rockall which provided some assistance.

The 130ft. stern trawler *Armano* (Skipper John Burns) went to the area and returned after only eight days with 854 kits, almost all haddock, which sold for £10,505.

The vessel, owned by J. Marr and Son Ltd., was working off the Norwegian coast when she developed mechanical problems. She put into Norway, but it was decided to bring her home.

But Hull was not able to cope with the vessel in addition to the freezer already in, so she was diverted to the west coast.

Northella, commanded by Skipper Tad Fox, was unloaded, repairs carried out and she sailed last week for the distant-water grounds.

SURPRISE CATCH FOR FLEETWOOD

THERE was an unexpected catch for Fleetwood last week when the Hull stern trawler *Northella* arrived with a cargo of 300 tons of frozen fish.

The vessel, owned by J. Marr and Son Ltd., was working off the Norwegian coast when she developed mechanical problems. She put into Norway, but it was decided to bring her home.

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Skipper Tad Fox of *Northella*.

Sister-ships

The area proved an attraction for *Armano*'s sister-ships *Idena* and *Novena*, after they had spent the early part of their trips in the hunt for hake and cod.

Idena, commanded by the regular skipper of the big stern trawler *Jacinta*, Bill Taylor, returned to port with 1,621 kits, including 35 of haddock, 121 of cod, 400 of haddock, and 10 of roker, which sold for £17,818.

Novena, Skipper Tommy Watson also found Rockall a happy hunting ground when she caught 800 of haddock on top of 15 of hake, 50 of cod, 40 of rebs and 12 of roker. Her total of 745 kits sold for £12,474.

It was, however, not only the stern trawlers which found fishing good in the middle water area. The 120ft. side trawler *Wyre Defence* made £11,000 from 685 kits, including 45 of hake, 200 of cod, 170 of haddock, 80 of eulay and 15 of roker.

Pair record goes

GRIMSBY pair trawlers *East Bank* (Skipper Jerry Lee) and *Seacher* (Skipper Borge Nejrup) continued their remarkable run of successes with a new port daily average record on July 20.

After a lightning 7-day North Sea trip, they landed a combined tally of 898 kits, mostly quality eudustuffs, to gross £21,421 through the Tom Slight (F.S.) Ltd. agency and smash the port daily average, set by the *Bjorn* boats only a week earlier, with £3,080 between them, or £1,530 each per day.

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SKIPPERS TO JOIN NEW ASSOCIATION

GRIMSBY'S 200-strong Trawler Officers' Guild will cease to exist by the end of the year and its members will be absorbed into the Merchant Navy and Airline Officers' Association.

The secretary of the Grimsby Trawler Officers' Guild, Dave Hawley, told Fishing News that four general meetings had recently been held to assess members' reactions to such a move.

He said that on each occasion the trawler officers present had unanimously agreed their future interests would be best served by the association, which has a membership of over 35,000 officers.

Following these meetings, an approach was made on behalf of the Grimsby Trawler Officers' Guild and last week the Merchant Navy

and Airline Officers' Association agreed in principle to a transfer of engagements, which is the procedure by which the Guild will become absorbed.

Mr. Hawley added that both organisations were advancing the arrangements and hoped most of the formalities would be completed by the end of September and the transfer of Guild officers by the year end, or sooner.

The Grimsby Trawler Officers' Guild was formed in the 1930's and is understood to be in its 40th year. Among the founder members was the Guild's president, Skipper Jack Evans, who with Mr. Hawley, has represented the

Guild during the complex negotiations with the association.

For many years the Guild has resisted various attempts to join other organisations, always preferring to remain independent.

However, recently the decline in the numbers of trawlers operating from Grimsby has been so drastic

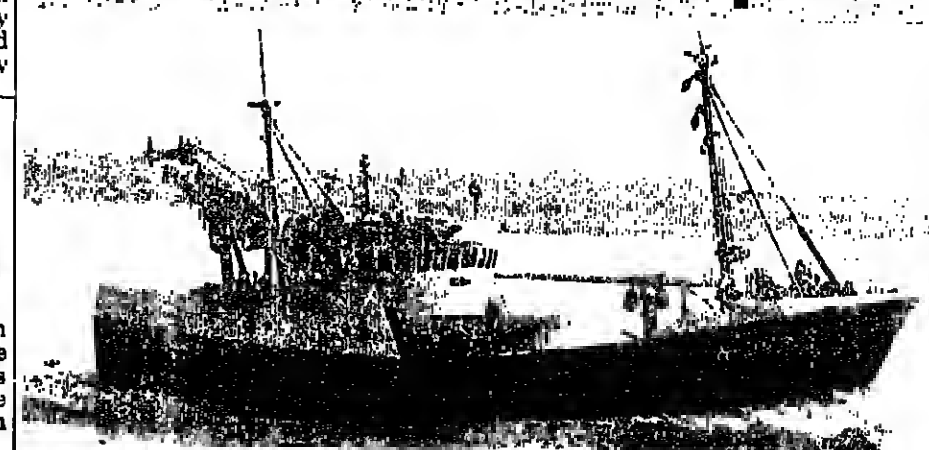
its membership has declined to the point where it is only just holding its own.

Mr. Hawley said he was "well satisfied" with the outcome as there were considerable benefits from membership of such a large body. Providing no snags cropped up, he would accept a new post within the association at Grimsby.

GETTING TOGETHER

THE POSSIBILITY of setting up an arbitration board to settle fishermen's claims for loss or damage to gear as a result of a trawling is to be discussed at a meeting in Berwick. The meeting is between representatives of the Anglo-Scottish Fish Producers' Organisation and the Northumberland Fishermen's Federation.

Restained start for purser



The purser *Spesmagna* recently delivered to Northern Ireland.

SCOTLAND'S latest purse seiner, *Silvery Sea* (OB2451), has not got off to the best of starts. Poor herring fishing on the west coast and restrictive quotas on the east coast have not allowed her to show her paces.

Silvery Sea, completed in Holland, is the third in a series of 30ft. vessels for British owners from the Manskut yard at Stellenbosch.

Two of these vessels are for Northern Ireland and one was built for Alec West of Gardinstown. *Silvery Sea* is owned by the Manson family of Mullag.

He pointed out that, under the regulations, where it was the practice at a port for humpers to land vessels of this size, it would continue the same.

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Big welcome for Adelphi

THE COMMISSIONING of Anstruther's latest trawler, *Adelphi*, was celebrated in style last week. Over 200 guests attended a party at the Craw's Neat Hotel to welcome the new 74ft. vessel.

The steel hull of *Adelphi*, built at the McTay yard near Liverpool and fitted out by the Miller yard at St. Monans, Skipper Peter Murray told Fishing News that he expected to start fishing next week.

After complimenting his wife on the fine job she had made of launching the vessel, Peter Murray said he was pleased to see so many guests turned up to give his new boat a great send-off. To

Routine

"We have gone through the weekly routine with the rest of the fleet. Taking aboard gear catches and giving most away to other boats so as not to overstep the landing allowances," he said.

Most boats are having to tie up once they have taken their catches and wait for a fresh week end a new quota. Asked what he thought of the two-day week, James Manson said: "It won't pay a boat."

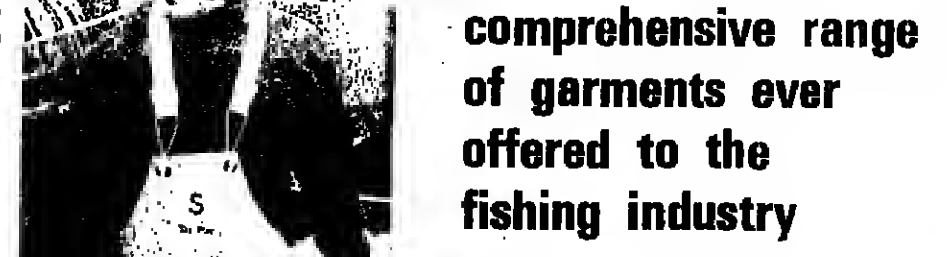
Silvery Sea is powered by a 1,100hp Mirreless Blackstone engine. Karmoy are the suppliers of most of the deck gear including a 22-ton winch. Her chilled sea-water tanks provide 900 units storage capacity.

Two "specials" in the wheelhouse are a Furuno 64-mile radar and a Koden net monitor.

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PRICES ROCKET UP AT GRIMSBY

EVEN a plague of ladybirds, some of them large enough to nip the unwary, could not dampen quay-side trading at Grimsby last week.

The unseasonal scramble for fish, mainly by the frozen food companies and bulk processors, pushed prices higher and higher despite very heavy landings in excess of 35,000 kits.

With swarms of the insects invading the fish docks daily and making a nuisance of themselves, tempers were at times strained, particularly among the filleters who had their work cut out dealing with the heavy catches, but generally good sense prevailed with everyone delighted to see the port so active at this time of the year.

The distant water trawlers again showed the recent recovery in grossings was no flash in the pan and there were a whole string of big earnings.

Skipper Barry Stokes in the big BU's sidewinder *Ross Renown*, standing in for Harry McCall, led the way with £54,800 from 2,424 kits of fine Icelandic codstuffs.

Ross Renown headed Northern Gilt (Skipper David Pulfrey) on £49,890 from 2,328 kits and Consolidated Fisheries' Spurs (Skipper Bill Hordie, jnr), whose £47,753 grossing from 1,995 kits was an exceptional performance by a 140ft. trawler.

The only disappointment in the section came from the one White Sea trip from BU's *Ross Kipling*, which cannot fish Iceland because she has no daily fishing allocation at present.

She came home from a 23-day plaice fishing trip to the White Sea and made only £22,011 from 1,129 kits with most of her catch changing hands on or near the minimum.

A really fine 13 day mixed trip from BU's *Ross Cougar* (Skipper Jack Major) was the pick of the middle waters.

She turned out 1,191 kits, including nearly 500 of haddock and over 200 of skate.

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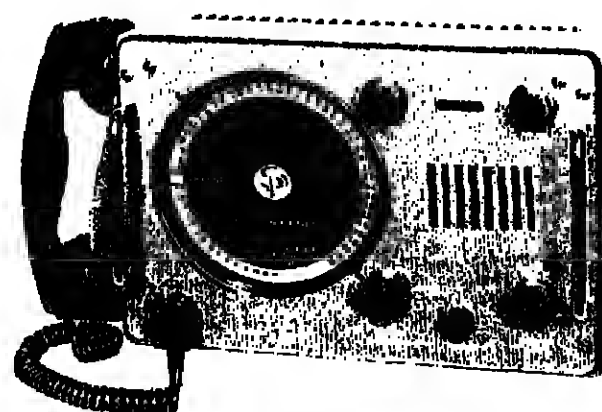
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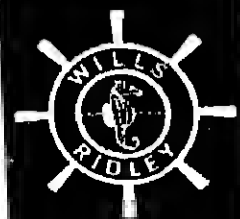
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Scarborough boats boost wet fish supplies at Hull

SCARBOROUGH boats trawling in the North Sea and landing some of the catches at Hull are making very welcome supplements to the port's wet fish supplies.

So far, discharges have been confined to two vessels, but the extent of trade interest strengthens a belief that other vessels will follow.

Direct landings at Hull by Scarborough trawlers began on June 24 and up to July 22 five shots had been put ashore: four by the 66ft. *Pathfinder* and one by *Good Intent*.

Pathfinder actually completed five trips, a discharge at Scarborough interspersing her Hull calls. Even so, the

whole of this landing was sent overland to Hull.

Total landings by *Pathfinder* at Hull and Scarborough in the period amounted to 16,050 stone, which made £31,503 on the Hull market.

The first direct landing at Hull by *Good Intent* was on

July 15 when a turnout of 261 kits made £1,849.

Both Scarborough vessels are skippered and owned by members of the same family. "Bob" Mainprize commands the 21-month-old *Pathfinder*, while his father "Donk" Mainprize, who helped him in the designing of this vessel,

takes out *Good Intent*.

Landing agents for the two Scarborough trawlers are Thomas Hamling and Co. at Hull and the Scarborough Fish Selling Co. at Scarborough, where the latter firm also look after Hamling's local fishing interests.

Shortly after *Pathfinder* discharged at Hull last week, Bob Mainprize told *Fishing News* that he was delighted with the way things were going. He said the vessel only had three hauls during the trip but had been an excellent quality one.

Discussing his vessel equipment, he said the *Pathfinder* was working very well and the Simrad 150 sounder had proved very efficient.

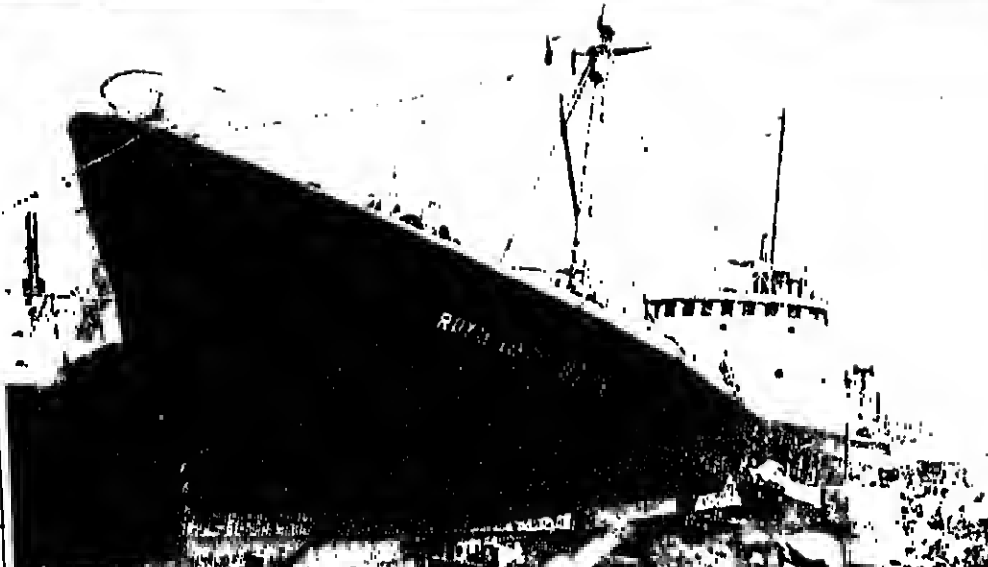
He went on to say: "Last week I ordered two further Mark Freeman trawls of the same design, but with larger cod ends."

The Mark Freeman trawl is named after its designer, a former North Sea skipper who now manufactures at West Street, Bridlington.

Freeman trawls are already in wide use on the east coast. Newington vessel at North Shields and Bridlington's *Louis Anne* are now fitted with them.

Another similar trawl has just been made at Eymouth, while Thomas Hamling and Co., besides ordering a Mark Freeman trawl for *Good Intent* for home water fishing, has had its stern freezer St. Jerome equipped with a scaled-up version.

LAST STEAMER GONE



The end of the line for Royal Lincs, the last steamer, seen in a Grimsby breakers yard.

ALL HOPES of ever putting steam trawlers back fishing vanished at Grimsby last week when the 697-ton *Royal Lincs* was towed out of the slip dock and joined her sister-ship *Coldstreamer* half-a-mile away at a shipbreaker's yard in Grimsby.

Royal Lincs, owned until the scrap deal by British United Trawlers (Grimsby) Ltd., was the port's last steamer which had been laid up since the spring together with five others, all now sold.

Only one vessel, *Block Watch*, is still in circulation converted to a wreck recovery ship, while the others, culminating in the recent sales of *Coldstreamer* and

Royal Lincs, have gone for scrap.

Royal Lincs was built in 1955 by Rickmers Werft of Bremerhaven, Germany, and, as with the disposal of *Coldstreamer* (*Fishing News*: July 23), she has been sold to Blyth Shipbreakers Ltd. and is to be broken up in her former home port at the yard of the Grimsby Shipbreaking & Marine Supplies Ltd. Both companies are subsidiaries of specialist scrap metal dealers C. F. Booth Ltd. of Rotherham.

This final sale marks the end of an era in Grimsby stretching back to the 19th century when, for nearly 70 years, the prosperity of the town depended upon the huge fleets of steam trawlers which

operated from the port.

Less than two years ago there were still over 20 fishing from Grimsby, but they have been forced out by crippling fuel oil rises and now the lack of suitable distant water fishing grounds.

Northern areas paying off for Milford Haven

MILFORD HAVEN'S larger vessels are again working the northerly grounds with some success. Last week the top ship was *Picton Sentinel* (Skipper Trevor Salter) which returned to port with 185 kits, which sold for £4,270.

On the same day there was a welcome change of fortune for *Jodestor Gipsy*, which has been plagued by mechanical troubles since being tied up for several months.

Skipper Jim Brodie brought the vessel in from her latest voyage with 137 kits, which sold for £3,200.

Between them the vessel landed a total of 120 of cod, 40 of whiting, 100 of haddock, five of turbot and 10 of plaice and three of sole. It was also a successful week for the pocket trawler *Westdole*, skipper-owned by Bruno Linko. On her latest voyage she brought the vessel in with 88 kits, which sold for £2,880. On the same day *Picton Sea* (Skipper John Donoven) landed 160 kits, which sold for £3,666. Seven of cod, 40 of whiting, 100 of haddock, five of turbot and 20 of plaice and 10 of sole were the vessel's catches.

'Too much illegal trawling' —sheriff

A SKIPPER had his gear forfeited and was fined £80 at Stornoway Sheriff Court last week for fishing inside the three-mile limit.

The case was conducted by the Sheriff of the Orkney Islands, Mr. Macdonald, of the Stornoway Sheriff Court.

Skipper Norman A. Macdonald of the Stornoway vessel *North Star* said that he had gone inside the limit to shallow water, 0.9 miles off the east coast of Lewis to get rid of a boulder caught in his nets.

Referring to the case, Sheriff Scott said he was having many cases of illegal trawling and that he was before him in the maritime court.

LINERS FIND THE DOGS

INSHORE liners working from Grimsby for the summer dogfishing enjoyed one of their best spells last week.

Over 1,500 kits were landed from 14 different vessels and, with prices holding firm around the £18 to £21 mark per kit of unprocessed fish, there were some fine grossings to make up for the early season disappointments.

Four vessels, *Tradition*, *Shepherd Loss*, *Wellspring*

and *Betty* managed catches which turned out over 100 kits each from no landing with *Slipper* Dennis Jewett in *Tradition* top tripper with 130 kits.

Earlier in the week, when prices had fallen below £18 for several vessels, *Tradition* had also managed a fine catch of 69 kits and, because of the slack tides and improved fishing, nearly everyone managed two landings to boost their earnings on the buoyant markets.

Most of the fish was of excellent quality and *Betty* (Skipper Teddy Jones) came up with a 21 pounder on July 22 — thought to be one of the largest fish ever landed by the inshore.

Freezers for Australia

BRITISH United trawlers has announced plans to operate some of its freezer trawlers off Australia.

The company intends to form a joint venture with the Southern Ocean Fish Processors Pty. of Perth, subject to satisfactory assurance, for an integrated catching, processing and marketing operation of white fish at Albany, Western Australia.

Initially, BUT hope three freezer, crewed by about 100 Humberston fishermen, will transfer and other vessels may follow.

Betty, like *Tradition*, is owned at Grimsby by Sam Chapman & Sons Ltd. and the firm added another visitor to their books when the Scarborough inshore trawler *Magdalene Ann* (Skipper Brian Cox) made her first appearance at the Humber port.

The smart 24-tonner got off to a flying start with two trips inside 48 hours of 43 and 60 kits. Top average price of the week went to the local



The Scarborough inshore vessel *Magdalene Ann* (Skipper Brian Cox) which made such a good start with the dogfish on her first visit to Grimsby this year.

BELGIANS IN AT HULL

LANDINGS of Belgian trawlers at Hull are infrequent but the port had one on Tuesday. The Zeebrugge-based *Corolino* made £14,427 for 828 kits, including 546 kits of finfish.

Top speakers set for Aberdeen conference

FISHERMEN with a lot on their minds will have a chance to speak out at a two-day conference in Aberdeen. Although a big line-up of international fisheries experts will be speaking, plenty of time has been arranged for open discussion at the Aberdeen International Fisheries Conference on September 16 and 17.

The conference is being staged in conjunction with the 76 fishing exhibition and is being sponsored by the Scottish White Fish Producers' Association.

The scope of the conference will be wide, covering both deep-sea and inshore fishing. Fish marketing, technology, oil-fishing relationships and conservation are conference topics which have attracted top experts to speak. Leading politicians will feature in what is expected to be a lively debate on the pattern of UK fishing in the European Economic Community.

Following the opening of the conference on Thursday, September 16, by Lord Fraser of Lorne, delegates will be welcomed

and addressed by William Hay, chairman of the sponsors.

Messrs. D. N. MacLennan and J. J. Foster, of the Department of Agriculture and Fisheries for Scotland, Marine Laboratory Aberdeen, will speak in turn on the technical developments in the industry, and will be followed by Mr. R. B. Fisher, an acknowledged United States expert on fisheries matters. The conference will then be thrown open to questions from the delegates before breaking for lunch.

The conservation debate in the afternoon will begin with an address by Mr. A. Saville of the Department of Agriculture and Fisheries for Scotland who will be followed

by Mr. A. I. B. Stewart, CBE, president of the Scottish Fishermen's Federation.

Mr. S. Markussen, fisheries director of Sumbod of Iceland, the body which organises marketing for the Icelandic Fishermen's Co-operatives, will give his country's views on conservation questions, after which Mr. R. B. Fisher will again speak.

Mr. D. Driscoll, an international lawyer, will give his assessment of the conservation regime of the North East Atlantic Fisheries Commission before the conference moves on to the relationship between the interests of the fishing industry and those of the offshore oil operators, discussed by a spokesman for the United Kingdom Offshore Operators' Association.

Mr. Gilbert Buchanan, MBE, of the Scottish Fishermen's Organisation Ltd., a spokesman for the Anglo-Scottish Fish Producers' Organisation Ltd., and Mr. R. A. Allan, chief executive of the Aberdeen Fish Producers' Organisation Ltd., will each then speak more, before the conference turns to an open discussion on conservation.

The first speaker at the Friday morning session, will be Mr. A. I. B. Stewart, CBE, president of the Scottish Fishermen's Federation. He will talk on marketing problems, with particular reference to producer organisations and methods, as well as a spokesman for Mac Fisheries Ltd. Again there will be an open forum on the subject before lunch.

The afternoon session is to be devoted entirely to the future shape of UK fisheries within the framework of the EEC and the first speaker on this subject is to be Mr. T. R. Fraser, the Scottish Liberal Party's official spokesman on fisheries. Mr. Hamish Watt, MP, the Scottish National Party's official spokesman on fisheries matters, will follow Mr. Fraser and the Conservative viewpoint will then be put by Mr. A. Buchanan-Smith, MP.

The discussion on Europe will be rounded up by an EEC Commission spokesman, as yet unnamed, and by Mr. John Tomlinson, MP, Parliamentary Under Secretary at the Foreign Office, who will outline the Government's policy and intentions.

A general forum, open to delegates speaking from the floor, will end the discussions.

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STOUT 'SAREPTA' PACKS 80 hp

ONE OF THE largest wooden cruiser-sterned boats to come from a Scottish yard in recent years has been completed by the Sandhaven yard of J. and G. Forbes and Co. Named *Sarepta*, she has been built to the order of Skipper John Noble of Fraserburgh, formerly mate aboard the 80ft. wooden boat *Kallista*.

With an overall length of 85ft. and registered length, 79ft. 6in., *Sarepta* has a healthy beam of 23ft. and net registered tonnage of 83.15.

She is equipped for seining, single and two-boat trawling, and carries separate seine and trawl winches.

Her power block assembly is of unusual design and has been put together by the Fraserburgh firm of May and Bruce.

The block is a 24RA model from Rapp Fabrikker and it is mounted on the end of a derrick of telescopic design which incorporates a hydraulic cylinder to allow the block to be extended further out from the end of the derrick.

Sarepta is powered by a Caterpillar D398 engine which gives 850 hp at 1,225 rpm to drive a Pay and Brink variable pitch propeller through a P. and B. 3.9:1 reduction gearbox.

A Dowty variable displacement hydraulic pump to drive the seine and trawl winches is driven off the forward end through a Northern Tool and Gear step-up gearbox. Other equipment driven from the engine includes a 22kW 110V Transmotor generator, an AC90 24V alternator and a 2in. Desmit high and general service pump.

The auxiliary engine is a Caterpillar 3306 which develops 125 bhp and runs at a constant speed of 2,000 rpm.

It drives another Dowty variable displacement hydraulic pump through a Caterpillar clutch, and so the main or auxiliary engine can be used to drive the seine and trawl winches. Changeover between the two pumps is by a valve.

Also driven from the auxiliary engine are the Vickers V36 power block pump, a 20kW 110V Hugh J. Scott

generator and a 3in. clutch-operated Desmit pump. Both main and auxiliary engines were supplied by Caledonian Engines, Glasgow.

A total of 4,000-gallons of fuel oil are carried in engineroom tanks, while the 500-gallon fresh water tank is in the forepeak.

Northern Tool and Gear Co. of Arbroath supplied the heavy-duty trawl winch and the Mk.11 seine net winch.

Both winches have worm and worm wheel drive and are driven by Dowmatic high-speed, low-torque, hydraulic motors which are fitted on the outside of the winches.

The seine winch lies aft of the trawl unit and seine ropes are fed into storage bins by a Beccles collar.

A stout beam set into the after end of the deckhouse carries the double-sheave towing blocks and replaces usual deck-mounted gallews.

Another unusual feature is the (Humber St. Andrews-type) warp tension meters, which are now being supplied by Robertsons of Fleetwood. There are two sheaves under which the load cells are fitted: one sheave for each warp.

One sheave is located on deck, directly below the aft port towing block, while the other is fitted on the aft side of the fishroom hatch.

This unusual arrangement allows each warp to pass over a sheave during both single-boat and pair trawling operations.

When pair fishing, *Sarepta* will haul both warps through the port towing block. From here the port warp will be led over the sheave mounted on the deck below the towing block, while the starboard warp will pass over the sheave mounted on the fishroom hatch.

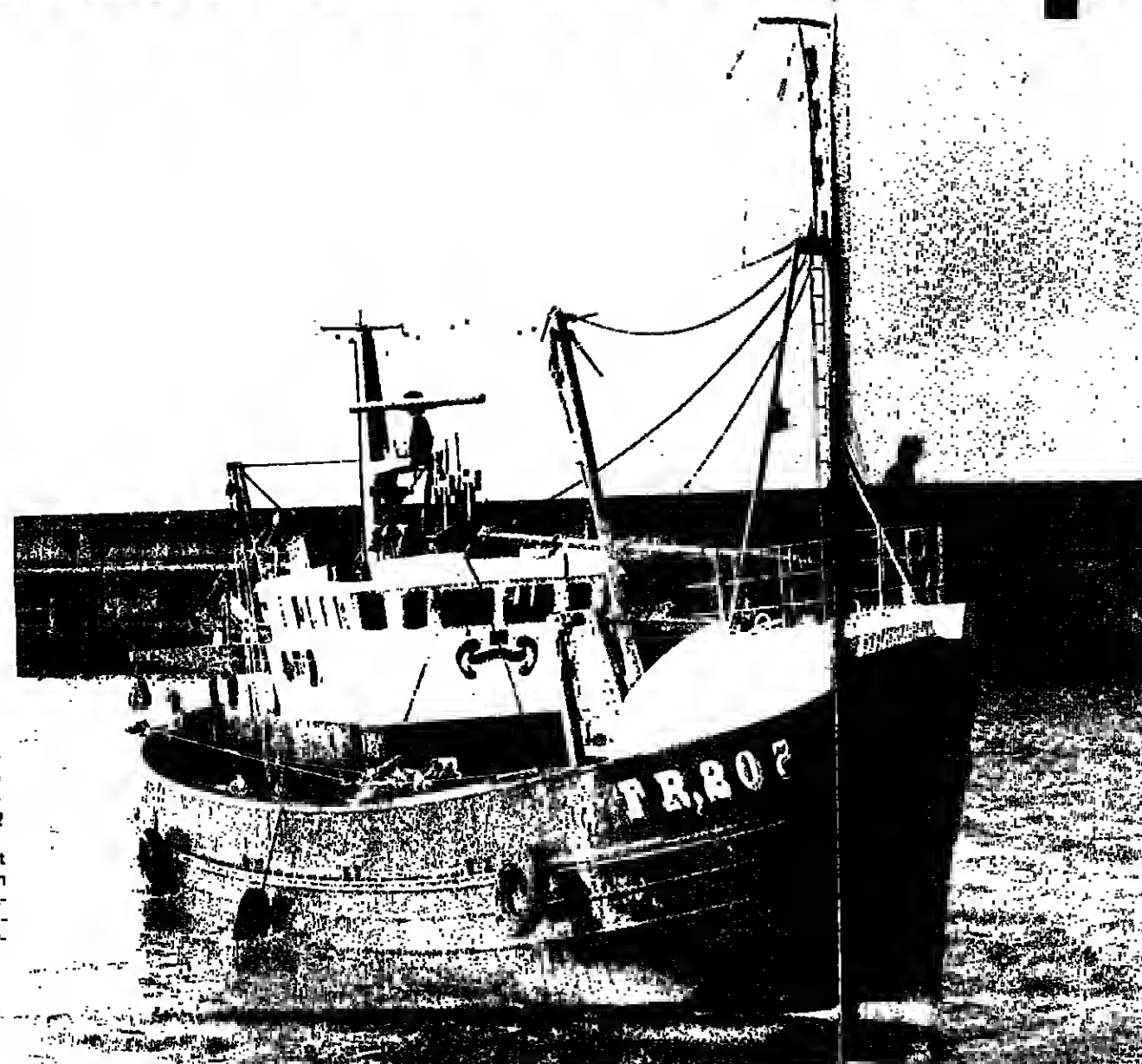
When single-boat trawling, *Sarepta* will tow her gear over the stern and both port and starboard towing blocks will be in use.

The starboard warp will still be able to pass over the sheave on the fishroom hatch.

Other deck equipment includes Whale seine rope leads, Chalmir rubber-coated floodlights and a Rapp anchor winch driven from the power block pump.

The fishroom is insulated on the bulkheads and is fitted with aluminium stanchions and wooden pond boards. Deckhouse and whaleback

Turn to page 12



'Cooled' steelowler

OLGARRY — the first steel trowler from an Irish Sea Fisheries Board (BIM) boatyard — is now starting work under Skipper Noel McGing.

As reported in *Fishing News* last week, she is the first in a line of steel trowlers from BIM's Killybegs yard and, at 87ft. 8in., is the largest craft BIM has built so far. Beam is 24ft.

and moulded depth, 12ft. 11in. The switch from wood to steel is becoming marked in Ireland with the number of GRP small boats steadily growing and ferro-cement vessels coming on the scene. A 40ft. cement boat is building and UK GRP hull builders are eyeing the Irish market seriously.

McGing's Olgarry is a 1st step forward for the BIM as she is designed as a slide and has a round bilge form, a transom stern, raked soft bottom and whaleback. Port and starboard bulkheads divide into six compartments: net store, fish hold, ice, accommodation and engine room.

BIM's theme of improved quality, Olgarry has a full-width cooled fish hold, with electric controls to ensure a constant temperature.

Powered by a Caterpillar 3508 engine which drives a 1,800 mm. clutch propeller in a Kort nozzle and a G. gearbox.

In which is a Brattvaag 18-drum unit, driven by the diesel pump off the main engine. Also on deck are a 100hp block and transport fish pump of Rapp.

For communication, there is a 15 radio telephone and a 15 Decca VHF. For a Decca RM916 radar, a 15 with plotter, auto 15 and an amphibious log 15. Vessel communication is by Decca Audix Intarcomm.

Other aids include: Simrad 15 sounder; EQ 38 echo 15 with M.A. bottom 15 and C.I. echo scope; 15 sonar complete with CM 15 and separate display 15. The cable winch 15.

AT LAST the tide of adversity has turned and the long wait for better times has become a reality. There have been greatly improved fishing and grossings for Grimsby's small boat operators.

Not since the late summer of 1973 has there been anything comparable with the good catches and respectable grossings by the port's seiners and pair teams.

Ironically, the weakness of the pound sterling is one important factor which has made foreign imports dearer so quayside prices, particularly for cod and codling, have hardened at a time when demand usually ebbs.

However, in spite of these encouraging signs, there are still vessels "in the red", working off last year's debts. The impression of affluence created by these healthy earnings is often a gross misrepresentation.

Nowhere is this more so than among some of the inshore fishers working dogfish from Grimsby during the summer.

Many journey from Yorkshire and East Anglia annually to catch the better markets at Grimsby and a proportion rely on their annual turnover from about 40 weeks fishing, with nothing coming in at all during the remaining weeks. So, isolated bumper trips can be misleading.

This summer, in contrast to the seiners, dogging is very much a hit and miss affair, as skipper-owner Mike Barker of the 54ft. Bridlington inshore *Pioneer* (KY 35) explained.

"There's that much prize

INSHORE at Grimsby

A MONTHLY FEATURE

feed in the water that the dogs are a bit finicky and you never know what to expect, but what fish we are getting are, by and large, a pretty good sample with some very large bitches about.

"We've had 46 kits on as many as 96 lines and the next trip over 100 kits on 40 lines!"

A major problem facing skippers is the price of bait, with prepared mackerel making about £2 per stone (and herrings over £3), but the problems don't end there.

"Angled lines "blathered" in algae take hours to unwind before the tedious process of baiting up again can begin. Woefully markets, hit by the heatwave, are making life extra hard.

Latest recruit to the Grimsby-owned fleet of liners is the former Stenham fly-shooter *Bealchd Mils* (A 206), which for readers without Gaelic translation into Sweet Promise.

John Allen and partners brought her down at the start of the season and, with Skipper "Rat" Crawford at the helm, she is living up to her name through the Tom Sleight (F.S.) Ltd. agency. Also joining in after a winter's absence is *Shepherd Ltd* (Skipper Lol Washington).

Despite the rough weather early on, she has come through the season fairly well with upwards of 21,000 wash, but not everyone is going to lining. Skipper Nico Miles in his *Myrtle* is still trawling

successfully, especially when the soles are about.

Back at Grimsby after a spell being re-engined at Scarborough is the Sam Chapman & Sons Ltd. sinner *Gillian*. With a new Gardner 6LXB to replace her old Humber "thumper", Twin Disc gearbox, also a Lister Auxiliary and Lister net hauler plus several minor alterations, she is virtually as good as new.

Skipper Boie Andersen is putting her through her paces and will be keen to make up for lost time.

With a number of seiners waiting for the very popular Ramm seine rope drums which Marine Diesel Service (Grimsby) Ltd., now fits, the

Huckie seiner *Delma* (skipper-owned Kanud Jorgensen) sacrificed some valuable fishing time to take on a set.

Among boats to be fitted when things slacken off is the fly-shooter *Sloux*, which is having a set specially made to meet her needs.

One unexpected job on the otherwise fairly quiet slipways was very extensive repairs to the pair trawler *Paul Antony* after a heavy bump with the Humber Lightship. The impact shattered the stern, smashing excess of the 12-miles the in-closed considerable internal shifting and damage.

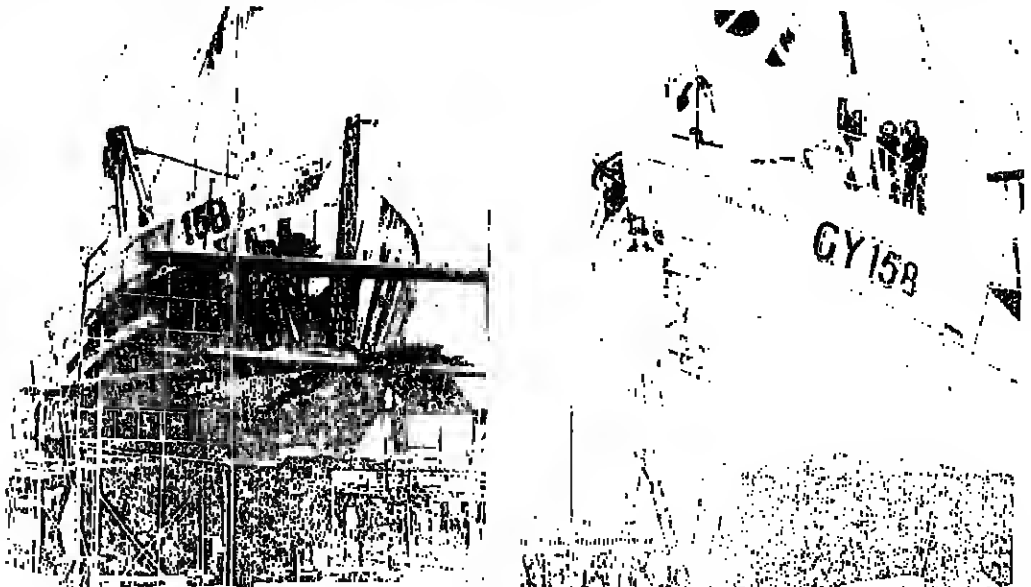
By working around the

clock, shipwrights Bridges & Salmon Ltd. amazingly sliced to pieces the original estimate for the job and, as always, are still setting a very high standard of workmanship. *Paul Antony* is paired with the former Boston Group seiner *Svendborg*, now renamed *Frembeck* (GY 380).

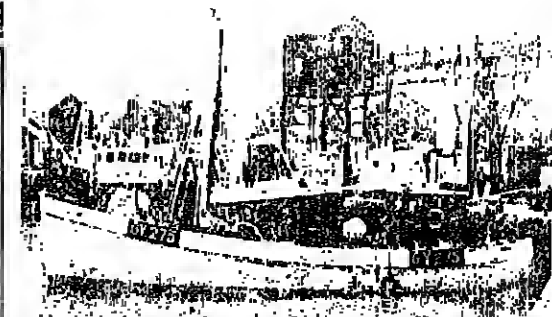
I end on a gloomier note (this time: Grimsby's seiner owners are deeply concerned at the protracted business of the EEC in declaring their anticipated 200-mile limit and the low priority given to the negotiations to establish exclusive fishing zones).

Despite the present excellent fishing in the North Sea, its resources are finite if Grimsby is to prosper, our politicians must insist on a sensible figure. This should be well in excess of the 12-miles the industry fears the Government feels to be acceptable.

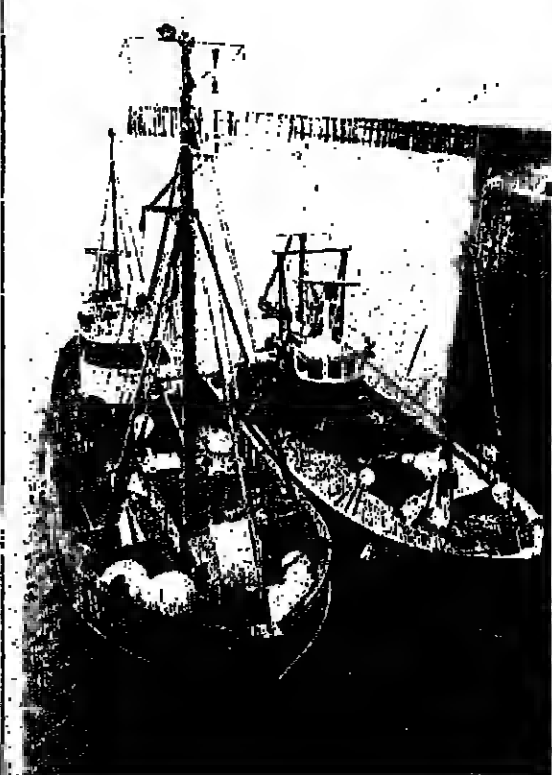
TOM WOOD



Above right: collision damage to the pair trawler *Paul Antony* and below the repairs at an early stage. The new stern is in position and damaged planks have been stripped off. Below: new addition to the fleet. *Bealchd Mils* arrives with a dogfish catch.

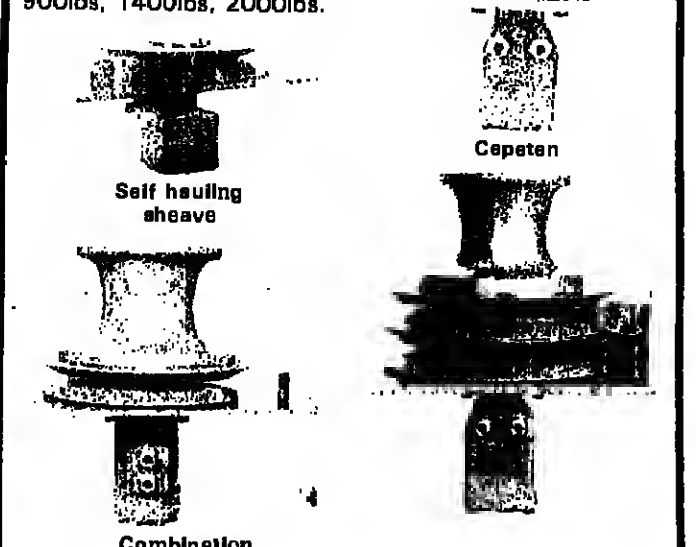


Above: *Gillian* back from Scarborough where she was fitted with a new Gardner 6LXB diesel, Lister net hauler and a Lister auxiliary. A new engineroom casing extension was fitted.



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JULY 31, 1926 BOSTON Deep Sea Fishing Co. buys 17 steam trawlers for Fleetwood. The vessels were used for war service.

MANY Fleetwood boats are sold to France due to lack of work. They will be operated by English skippers and crews. Four boats have left this week for La Rochelle.

AN 82-year-old London fish-currer builds a house out of Norwegian fish boxes. Nails from the boxes were straightened and used again; the windows were a gift.

BOSTON (Lines) Corporation salvages the steamer *Lockwood* at a cost of £10,000 and later sells her for £600.

Catches and Prices

TOP LANDINGS LAST WEEK

GRIMSBY

Distant water

c51,801: *Ross Renown*, BUT (Sk. B. Stokes), 2,420 kits, 1, 21 days.
c49,890: *Northern Gift*, BUT (Sk. D. Pulfrey), 2,326 kits, 1, 22 days.
c47,753: *Spurs*, Consolidated (Sk. W. Hardie, Jr.), 1,995 kits, 1, 21 days.
c42,601: *Northern Reward*, BUT (Sk. W. Harris), 1,867 kits, 1, 21 days.
c37,795: *Lord Jellicoe*, BUT (Sk. M. Neve), 1,694 kits, 1, 22 days.
c32,145: *Barnaley*, Consolidated (Sk. G. Bryan), 1,491 kits, 1, 20 days.
c22,113: *Ross Kipling*, Consolidated (Sk. W. Ferrand), 1,129 kits, WS, 23 days.

Middle water

c20,215: *Rosa Cougar*, BUT (Sk. J. Major), 1,191 kits, W, 13 days.
c19,047: *Erino*, Taylor (Sk. G. Smith), 920 kits, FW, 16 days.
c16,066: *Okino*, Taylor (Sk. L. Bowden), 895 kits, F, 17 days.
c15,962: *Yesso*, Taylor (Sk. P. Brown), 835 kits, F, 14 days.
c15,866: *Notts Forest*, Consolidated (Sk. D. Shore), 1,003 kits, W, 14 days.

North Sea

c5,947: *Tom Grant*, Lindsay (Sk. A. Wraith), 400 kits, NS, 14 days.
c5,411: *Lofoten*, Lindsay (Sk. H. Burgess), 237 kits, NS, 13 days.
c5,213: *Loeden*, Lindsay (Sk. G. Ireland), 210 kits, NS, 13 days.

Sailors

c7,393: *Rosmine*, Chapman (Sk. V. Thomson), 331 kits, NS, 15 days.
c7,350: *Limando*, Richardson (Sk. H. Thomson), 314 kits, NS, 14 days.
c5,566: *Iris Dean*, Consolidated (Sk. H. Andersen), 285 kits, NS, 11 days.
c5,192: *Kesteven*, Sleight (Sk. J. Olesen), 237 kits, NS, 13 days.
c5,381: *Samora*, Chapman (Sk. A. Christensen), 216 kits, NS, 16 days.
c5,249: *Lau-An*, Richardson (Sk. L. Nejrup), 220 kits, NS, 14 days.
c5,241: *Britta*, Richardson (Sk. D. Sorensen), 242 kits, NS, 13 days.

Pair teams

c15,831: *Golden Venture* (Sk. P. Pulfrey), 632 kits, and c8,400: *Skanderborg* (Sk. P. Scott), 428 kits, both John R., NS, 13 days.
c13,156: *Savanna* (Sk. H. Thimmesen), 567 kits, and c8,943: *Tino* (Sk. P. Thimmesen), 480 kits, both Richardson, NS, 11 days.
c11,601: *Sonia Jane* (Sk. D. Bewley), 419 kits, and c10,418: *Anna Michelle* (Sk. M. Josefsen), 414 kits, both John R., NS, 12 days.

HUMBER VESSELS DUE

GRIMSBY

Expected during the week from Iceland: *Aldershot*, *Boston*, *Chantico*, *Carlisle*, *Ross Kelly*, *Ross Revenge*, *Vivian*, *From White Sea*: *Ross Kipling*, *From Farnes and Westerly*: *maud Innes*, *Ross Lepina*, *Obba*, *Norad*, *Notts Forest*, *Mokau*, *Ross Clive*, *Ross Dominic*.

PORT MARKETS

MONDAY, JULY 26

GRIMSBY
A good supply of 7,820 kits: from 22 boats met a good demand. Prices: shell cod c2.40/c2.90; codling, c2.40/c2.80; large haddock, c2.20/c2.30.

ABERDEEN

c21,877: *Lindenlen*, BUT (Sk. T. Grieg), 698 kits, F, 16 days.
c20,509: *Scottish King*, North Star (Sk. R. Leiper), 1,156 kits, S, 12 days.
c18,339: *Glen Urquhart*, Marr (Sk. A. Brown), 822 kits, 1, 12 days.
c14,705: *Admiral Jellicoe*, North Star (Sk. J. Bowie), 440 kits, F, 12 days.
c11,642: *Rosa Kittiwake*, BUT (Sk. A. Banks), 668 kits, S, 11 days.
c10,418: *Cedarlea*, BUT (Sk. J. Campbell), 615 kits, W, 12 days.

LOWESTOFT

c11,337: *St. Thomas*, East Coast (Sk. J. Ketteringham), 367 kits, NS, 12 days.
c9,751: *St. Patrick*, East Coast (Sk. T. Martin), 349 kits, NS, 12 days.
c9,124: *Suffolk Challenger*, Hobsons (Sk. D. Smith), 358 kits, NS, 12 days.
c9,167: *Boaton Wasp*, Boston (Sk. R. Studd), 376 kits, NS, 12 days.
c8,912: *Suffolk Chieftain*, Hobsons (Sk. E. Brighty), 328 kits, NS, 13 days.
c8,584: *Boston Viking*, Boston (Sk. B. Dowson), 336 kits, NS, 10 days.

GRANTON

c18,771: *Arctic Chollenger*, Liston (Sk. K. Grubb), 1,411 cwt, F, 17 days.
c10,511: *Arctic Crusader*, Liston (Sk. J. Robb), 753 cwt, NS, 11 days.
c6,890: *Christine Nielsen*, Irvin (Sk. C. Ellis), 17,693 kilos, NS.
c5,642: *Christine Nielsen*, Irvin (Sk. C. Ellis), 23,230 kilos, NS.
c4,919: *Lindisfarne*, Irvin (Sk. J. Bailey), 12,726 kilos, NS.
c4,477: *Starella*, Irvin (Sk. P. Johnson), 10,735 kilos, NS.
c4,372: *Ocean Triumph*, A.F. (Sk. I. Murray), 14,105 kilos, NS, 2 days.
c4,029: *Bishop Burton*, Newingtons (Sk. T. Fairley), 11,640 kilos, NS, 5 days.
c3,927: *Star of Hope*, A.F. (Sk. P. Jarron), 10,940 kilos, NS, 3 days.
c3,484: *Border Maid*, Irvin, 8,330 kilos, NS.
c3,313: *Condann*, Irvin (Sk. A. Morsel), 8,500 kilos, NS.
c3,192: *Scarlet Cord*, Irvin (Sk. G. Buchanan), 7,688 kilos, NS.

MILFORD HAVEN

c4,270: *Picton Sealion*, Norrard (Sk. T. Salter), 185 kits, 13 days.
c3,660: *Picton Sea Eagle*, Norrard (Sk. J. Donovan), 160 kits, 13 days.
c3,200: *Jadestar Gypsy*, Jones (Sk. J. Brodie), 137 kits, 13 days.
c2,859: *Westerdale*, Norrard (Sk. F. Reynolds), 83 kits, 13 days.
KEY: 1 Iceland; F Faroe Islands; W Westerland; S North Sea; NS North Sea; WS White Sea; NC Norway Coast; HW Home Waters; IS Irish Sea; S Shetland; Sk Skipper; K kits; c cwt; K kilo.

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mediums haddock, c2.70/c3; small haddock, c2.20/c2.30; large plaice, c3.40; medium plaice, c3.40; hest small, c3.40/c4; medium skinned dogfish, c6; saithe, c1.10/c2; rockfish, c1.10/c1.50; lemon sole, c1.75/c2; redfish, c1.20/c1.50; per stone.

HULL

About 3,800 kits from two distant water vessels and two NS vessels. Prices range from 10 stone kit, heads on shell cod, c2.25/c2.30; hulk, c2.00/c2.25; shell codling, c2.05/c2.25; hulk haddock, c2.05/c2.25; codley, c1.60/c1.75; bergylis, c1.10/c1.20; hulk codling, c2.25/c2.50; bulk codling, c2.25/c2.50; rockfish, c1.10/c1.50; lemon sole, c1.75/c2; redfish, c1.20/c1.50; per stone.

FLEETWOOD

Prices: English shell cod c3.00/c4; hulk, c1.80/c2.10.

NORTH SHIELDS

Prices: cod, c1.50/c1.80; sprags, c1.75/c2.00; medium codling, c1.40/c1.60; selected small, c1.10/c1.30; small, c0.80/c1.00; large haddock, c1.50/c1.80; selected small, c1.00/c1.20; small, c0.50/c0.70; lemon sole, c1.00/c1.50; per 40 kilo unit.

MILFORD HAVEN

Prices: plaice, c1.80/c2.00; sole, c2.10/c2.30; hake, c2.70/c3.00; per 40 kilo unit.

BRIMHAM

Prices: plaice, c4.80; monkfish, c7.50; turbot, c10.50; dover sole, c20.20; lemon sole, c7; cod, c1.00; small dabs, 5p; large plaice, c2.00; small whiting, 5p; large whiting, c2.40; garnd, c1.80; slips, c1.1; squid, c1.80; large conger, c1.50; bass, c1.80.

BILLINGSGATE

ON THURSDAY 243 tons were delivered. Average selling prices on merchants' stalls: Salmon, English, c1.80/c2.15; Scotch, c1.80/c2.15; Irish, c1.70/c2.15; Grise, Irish, c1.40/c1.75; Scotch, c1.40/c1.75; salmon trout, c1.20/c1.40; rainbow trout, c1.40/c1.60; eels, c1.50/c1.80; plaice, c1.50/c1.80; sole, c1.50/c1.80; haddock, c1.50/c1.80; monkfish, c1.50/c1.80; turbot, c1.50/c1.80; dover sole, c1.50/c1.80; lemon sole, c1.50/c1.80; cod, c1.50/c1.80; garnd, c1.50/c1.80; slips, c1.1; squid, c1.80; large conger, c1.50; bass, c1.80.

SELECTED

Shellfish lobsters, c1.80/c2.20; unsorted, c1.40/c1.60; crabs, over 3lb, 40p/50p; under 3lb, 25p/35p; small, unsorted, 10p/15p; prawns, c1.50/c1.80; shrimps, brown, c1.50/c1.80; English cockles, c1.80 per gallon.

PROZEN FISH

CANADIAN NA salmon, c1.20; Japanese halibut, 95p; Canadian halibut, 90p; salmon, 45p; gray mullet, 35p; haddock, 40p; waing far, 45p; cod, 45p; plaice, 45p; sole, 45p; haddock, c1.50; squid, c1.80; kippers, c2.15; per stone.

HERRING REPORT

FRIDAY, JULY 23

Ullapool: three trawlers, eight tonnes; home market, 12 tonnes; mixed in size, soft, 30p/370 per 50kg. Mallaig: one trawler, 35 tonnes; net foot, 35 tonnes at c4. Mixed in size, very soft, 312 per 50kg. Ayr: seven trawlers, 16 tonnes; home market, 16 tonnes at c12/c22.20. Full fish, hand selected, 220/240 and 320/350 per 50kg. Torbay: five trawlers, five tonnes; home market, five tonnes at c14.80/c22.60. Full fish, hand selected, 185/294 per 50kg. Fraserburgh: one trawler, seven tonnes; one purser, 12 tonnes; home market, 30 tonnes at c10.50/c12. Slightly mixed in size, 280/300 per 50kg. Eyemouth: four trawlers, 20 tonnes at c16.80/c17.10. Uniform full fish, 280/270 per 50kg. North Shields: four trawlers, 14 tonnes; home market, 14 tonnes at c16/c17.50. Uniform full fish, 280 per 50kg.

SATURDAY, JULY 24

Lerwick: five trawlers, 80 tonnes; home market, 80 tonnes at c12/c12.70. Regular to slightly mixed mainly full, 230/260 per 50kg.

MONDAY, JULY 26

Eyemouth: one trawler, nine tonnes; home market, nine tonnes at c16.80. Very mixed in size, 440, 250 per 50kg.

John Burgess' Log



Preserving wood

"FROM what we have read about griddle worms and other marine borers it would seem best to use only timber which has been impregnated with a preservative, below the waterline.

"Can we get an efficient preservative and impregnate plank, etc., with it ourselves or is it usual practice to buy impregnated timber in the first place?

"If we could do the job ourselves, we would like to know where we can get a suitable preservative; if we can't where we can get treated timber."

You can get efficient wood preservatives and brush them on to planks, etc., to give them a measure of protection against fungi and termites, but you cannot impregnate timbers economically yourselves; to do so you would have to acquire expensive equipment and considerable expertise.

Since this is so, it is customary to buy impregnated timbers. And it is the practice of many fishing boat builders to buy celurised timbers which are available from a nationwide network of licensed processors in the UK.

Celurised timbers are vacuum-pressure impregnated with a water-borne copper-chrome-arsenic preservative known as Celcure A. They comply with standards laid down by the British Standards Institution and the British Wood Preserving Association and during the 45 years they have been in use have proved highly resistant to attacks by fungi, insects, termites and marine borers.

Normal practice is to buy timbers impregnated with Celcure A from a processor and to buy a quantity of a preservative known as Celcure B to apply to sawn ends and holes drilled into timbers during course of construction.

You can get a list of licensed Celcure processors from R. D. Chemicals and Wood Processes Ltd., 300 Heardsen Road, Glasgow, and obtain treated timbers as well as supplies of Celcure B from the one nearest to you.

RETAIL PRICES
AVERAGES: national retail prices on Tuesday, July 27, as supplied by the National Federation of Fishmongers, are: cod fillets, 62p; up 2p; haddock fillets, 75p; up 2p; sole fillets, 87p; up 2p; plaice fillets, 82p; up 2p; monkfish, 40p; herring, 34p; kippers, 44p; down 2p; skate, 74p; up 3p; dogfish, 52p; down 2p. Many inshore fishermen are now taking their holidays and landings are below average for July. Prices much the same as last week.

Instant-power diesel starter

A SPECIAL aid which enables an engine to start on signal, open up fast and accept full load almost immediately (even in cold conditions) is now available.

This device is for high capacity engines, and for installations such as emergency generating sets where this kind of performance is essential.

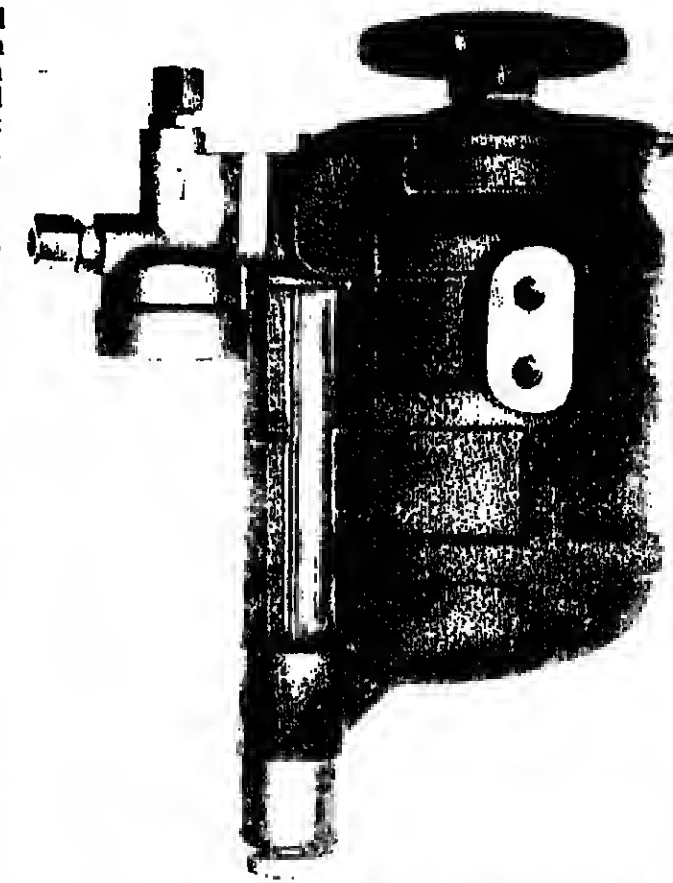
It works by the injection of an atomised spray of Start Pilot Fluid into the engine air inlet manifold.

This fluid can be applied to large engines, such as high output marine diesels and locomotive propulsion units.

Another important application is on unattended engines to achieve repeated automatic starts, without the aid of an operator.

The wider application of Start Pilot Fluid has been made possible through the introduction of pneumatically operated high-capacity reservoir units. The equipment is manufactured by Start Pilot Ltd., 11 Holland House, Burnstree Road, London SW17.

Two models are available: the general purpose 450-G2 and the 1651-TZ. Start Pilot 450-G2 is a gasally operated high-pressure reservoir of 400cc capacity. It has an inlet for the



operating air and an outlet through which air-fluid mix is discharged via tubing to one or more spray nozzles mounted in the induction manifold.

Compressed air may be taken from an existing source, or a small electro-compressor for 6, 12 or 24 volt d.c. operation can be supplied. A manually

engine power during warm-up. For this purpose a delay may be incorporated in the control system.

Another option is an engine-mounted thermostat which prevents the Start Pilot equipment from operating when engine temperature is above a given level.

When the unit is not in action the reservoir is sealed from atmosphere by a piston valve. A sight glass enables fluid level to be checked without removing the pressure-tight cover, and beneath the cover is a built-in outlet for pouring cans of fluid. This helps to ensure clean re-filling.

In the Model 450-G2, where atomisation of the fluid is achieved within the reservoir itself, there must be a small time-lapse (related to the length of the connecting tubing) before the atomised fluid is discharged into the induction air.

For highly critical applications where every fraction of a second is vital, Start Pilot 450-TZ has been produced.

This unit has separate outlet pipes for fluid and air, and atomising takes place not at the reservoir, but in a special spray head integral with the nozzle.

Air supply to the reservoir is so arranged that residual pressure is retained there after the unit has been operated, acting on the column of fluid extending from reservoir to spray head and keeping the system primed for instant action.

Tightening up on sea lanes, lights and signs

IT IS not another change in the safety rules — but alterations to lights, shapes and sounds which fishing boats have to show and make.

These are international rules and apply to all vessels of every nation and the changes are expected to come into force during the summer of 1976, but this depends on the required number of countries ratifying the agreement.

The rules also cover the conduct of vessels at sea and here the changes are mainly to give the force of law to what were previously advisory courses of action.

Amongst these is the conduct of fishing vessels in traffic separation schemes such as those in the Dover Straits, the Land's End and in the Irish Sea.

Vessels using the separation scheme must keep to the appropriate channel although they are inshore passages which allow free navigation.

Fishing is allowed in the separation area, but a vessel doing so must not impede the passage of any vessel following a traffic lane.

A vessel engaged in fishing must not impede the passage of other vessels in a narrow channel or fairway. The rules do not say what such a channel is, but it is logical to assume that a free passage must always be left for other vessels, whatever the width of the channel.

The new rules are much more precise about who gives way to whom than previously. Power-driven vessels and sailing vessels have to give way to vessels not under command and other vessels restricted in their ability to manoeuvre.

Coming now to lights, the changes are small but important. Trawlers over 155ft long must carry a masthead steaming light when they are trawling and this must be above and aft of the green and

white trawling lights. Under 155ft, this light is not compulsory.

There are a series of signals for fishing vessels fishing in close proximity. These lights have to be less bright than the main fishing lights.

When shooting their gear they can exhibit two white lights vertically, when hauling, white over red vertically and when the gear is fast, two red lights vertically.

Vessels pair trawling may use their searchlights directed forward and towards the other vessel of the pair. This will give other vessels a much better idea of what they are up to.

Purse seiners may show two yellow lights in a vertical line when they are hampared by their gear. These lights must flash alternately once a second.

Shapes up all the time. You only have to look round any fishing port to see the fishing shapes exhibited even when tied up. Some of them seem to be permanent fixtures.

The remaining rules stay much as they were, but there are much more precise details about using radar.

It is beyond the scope of this article to go into this in detail in the same way that the rules of how and where the new lights and shapes are to be fitted now go into considerable detail which should be studied carefully before making alterations.

The new rules are contained in Stationary Office Publications Miscellaneous No. 28 (1973) and these should be taken as the latter of the law when the new rules come into force.

This article only gives a brief explanation of some of the changes as they affect fishing boats and all concerned are recommended to study the rules in detail before they come into force.

LOCHIN MARINE

ROCK CHANNEL RYE SUSSEX
Telephone: Rye 3724

Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructure are truly versatile.

DESIGNER: Robert Tucker, A.R.I.N.A.
BARE HULL WEIGHT: 2,300 lbs. Approx.
Part fitting out available. Details on request
AS SHOWN AT CATCH '76.

FAST • STABLE • SEAWORTHY
The choice of professionals who know the sea and demand the best.

DAQ PIKE

